

The Daily Intelligencer,
PUBLISHED BY
FREW, MACANS & HALL,
Office, 16 Quay Street.
TERMS OF THE DAILY:
By Mail, per year, in advance, \$7 00
Six months, " " " 4 00
Three months, " " " 2 00
Delivered by Carriers, per week, 10
TERMS OF THE WEEKLY:
Per year, in advance, \$3 00
Six months, " " " 1 50
Three months, " " " 1 00

The Wheeling Intelligencer.

VOL. XXI. WHEELING, W. VA., FRIDAY MORNING, DECEMBER 6, 1872. NO. 87.

Holiday Goods!
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The Intelligencer.

The Railway and Bridge Subscriptions—The Bridge—Guaranties, &c.

We trust the documents bearing on the proposed railroad and bridge subscriptions, printed in our columns yesterday, have received the attention of city readers. Without attempting a careful analysis of them, we direct scrutiny to one or two salient features. The Railroad Committee report that the Keystone Bridge Company offers to build the projected railroad bridge here for \$350,000, with \$110,000 for approaches. The statement is that the directors of the projected bridge "find that the bridge, a single span iron bridge, can be built for \$650,000, and that the approaches, less the right of way, will cost \$110,000. They have an offer from the Keystone Bridge Company to contract for the building of the bridge at the above price." This statement needs explanation. A "single span iron bridge" cannot be built over the Ohio. It will take several spans. We are informed that this same Keystone Company charged \$800,000 for simply the channel span of the Bellaire bridge. Iron is much higher now than then. Does the Committee mean that the proposition they have is to build simply the channel span for \$350,000, leaving the shore spans, the piers, abutments and approaches still to be provided for? If so, what will all these cost additional? Or does the proposition cover the whole work except the approaches on shore, including channel span, side spans and masonry. It is important to know exactly what is proposed. It may involve a difference of half a million of dollars. Mr. Linton, engineer of the Pan Handle railway was engaged here sometime in a survey for the bridge. Why do not the Committee or directors give the result of his estimates? He is a competent engineer. We are informed that he regarded the site almost impracticable, and estimated that a bridge could not be built on it for less than a sum between \$1,200,000 and \$1,400,000. The doubts surrounding this matter are increased by the casual remark in the report of the bridge directors that they "confidently believe that with a stock basis of \$800,000 the company can float more than enough of its bonds to build the bridge." If it can be built for \$650,000 and the approaches made for \$110,000 more—or the whole for \$760,000—and \$800,000 is obtained by subscriptions, what occasion will there be to float bonds to raise additional money, and for what purpose and amount is such issue contemplated?

In the report of the President of the W. & L. E. Railway Co., the stock subscriptions are stated at \$1,244,950, but in this we find included \$300,000 subscription by Wheeling. We were not aware before this subscription. The circumstance suggests the inquiry, how much of the remaining \$944,950 is in the same category. This report shows that the price which the Company has contracted to pay for building the road (supposing the distance as here stated only 175 miles) is \$1,111,250 in excess of the engineer's estimate of cost. That strikes us as a pretty handsome profit, and is the first fruit of that remarkable expedient resorted to by this company of putting the road under contract without a survey and before there was anything but a mere skeleton of a company formed. Our \$300,000 will not go very far towards paying even the profits on the job, and all the actual subscriptions now reported by President Wood fall nearly two hundred thousand dollars short of it. Where the money is to come from to pay the actual cost of the road to the contractors does not yet appear. The ordinance authorizing the subscription to the W. & L. E. Co., providing that the money shall be expended between this city and the Pan-Handle road and that the road shall be built into the city on this side of the east channel, provides this extraordinary "guaranty" to enforce the performance of these conditions, viz: that the W. & L. E. company shall subscribe \$400,000 to the stock of the Bridge company, and the city's subscription to the Railway Company is not to be binding till the latter's subscription to the Bridge Company "is made" (not paid). But just so soon as the agents of the Railway Company have signed for 4,000 shares on the stock book of the Bridge Company, the city is bound for her \$300,000 subscription to the Railway Company, whether a dollar of that company's subscription is ever paid or not. But then we learn from Mr. Wood's report that the Railway Company does not contemplate paying any money at all on that subscription. A second mortgage for \$3,000 a mile is to be laid on the road (it will have to be more if the road is but 175 miles long) and bonds are to be issued on this mortgage, and the subscription is to be paid in these bonds. What these bonds will be worth, when piled on top of the heavy mortgage that will already cover the road, we cannot undertake to say. But the mere signing of this subscription, and its payment, if ever paid at all, in bonds of this character, is the "guaranty" which the Council is going to exact for the protection of the city! What a bald face it is (are we not almost justified in saying swindle) to pretend that this is such a guaranty as the act of the Legislature contemplates and such as our people have expected? The Railroad Committee mean to have the public believe that the City Council approved this ordinance. It is due to the City Solicitor to say, as we do upon ample authority, that he did not

BY TELEGRAPH.

ASSOCIATED PRESS REPORT.

Exclusively to the Intelligencer.

(By the Western Union Line.
Office Northwest cor. of Main and Monroe sts.)

CHARLESTON.

High Old Times at the Capital.

The Removal Fight in Full Blast.

A Bill to Remove to Wheeling Rejected then Reconsidered and Passed to Second Reading.

Great Excitement Among the Charlestonians.

(Special Dispatch to the Intelligencer—Delayed.)
CHARLESTON, W. Va., November 4—11:40 P. M.

The bill to remove the Capital was rejected to-day in the House, by a vote of 32 to 30. Bridges, Salder, (of Monongalia,) and Campbell, are absent. Albert Lewis, (of Lewis,) voted for rejection and carried it.

ALPHA.
Special Dispatch to the Intelligencer.
CHARLESTON, W. Va., Dec. 5.

The vote on the Wheeling bill was reconsidered by thirty-three to thirty. Lewis, Legg and Taylor, of Randolph, changed over. The bill was ordered to a second reading. Great excitement.

ALPHA.

Horrible Murder in Washington County.

A Merchant of Eldersville Has His Head Blown Off by an Infernal Device While Asleep.

(Special Dispatch to the Intelligencer.)
HANSIN, Pa., Dec. 5, 1872.

A horrible murder was committed at Eldersville, (Washington County) Pennsylvania, last night, by a very extraordinary device. The victim was a merchant named John Ellingham. While asleep in bed beside his wife his head was blown off by a heavy charge of powder and slugs fired from outside the house through his bedroom window. The instrument of death was a sort of gun manufactured out of a water pipe about five feet long and two-inch bore. One end of this was closed by battering in and by a slug of melted lead run into it. A fuse about twelve feet long led into the pipe, which was heavily charged with powder and slugs. This murderous instrument was elevated on a sort of platform to a level with the window, then adjusted in range of the sleeping victim and the fuse fired, while the devilish contriver of the arrangement made his escape. The deceased slept on a lower floor which made it comparatively easy for the murderer to carry out his plot. The murderer is unknown but detectives are working up the case. Great excitement exists in the community.

W. E.

LOUISIANA.

Proclamation From Gov. Warmoth Announcing Results of the Election.

NEW ORLEANS, December 5.—The following proclamation was promulgated this morning:

STATE OF LOUISIANA,
EXECUTIVE DEPARTMENT,
NEW ORLEANS, December 4, 1872.

Whereas, F. F. Wiltz, Gabriel Defeliet, Thomas Leavelle, J. A. Taylor and J. E. Austin, the returning officers appointed by the Governor to fill the vacancies existing in accordance with the Constitution and laws of the State of Louisiana, have made a declaration of the result of an election on November 4, 1872, and have declared certain persons elected to the Senate and House of Representatives of the State of Louisiana, and appear before me in accordance with the law; now, therefore, I, Henry Clay Warmoth, Governor of the State of Louisiana, do issue this my proclamation making known the result of said election aforesaid, and command all officers and persons within the State of Louisiana to take notice and respect the same.

(Signed) H. C. WARMOTH.
The extra session of the Legislature meets on Tuesday.

NEW ORLEANS, December 5.—To the Governor's proclamation this morning is appended full returns showing the vote for each Representative and Senator in every parish in the State, certified by the Returning Board and Secretary of State, having been ascertained that 15,000 or 80,000 voters were ordered registration. The following is the given vote of 1870: Rep. 65,822; Dem., 41,010. Total, 106,832. Vote this year: Republican, 60,333; Democrat, 62,169. Total, 122,502. Increase since 1870, 21,860. The comparative vote of contested parishes in 1870 was Caddo, 2,332; Natchitoches, 2,332; Rapides, 3,373. The vote of this year was Caddo, 2,332; Natchitoches, 1,800; Rapides, 3,139. The new parishes of Red river and Union, were in part, since 1870, taken from Natchitoches, which will account for the decrease in the vote of that parish. It is asserted in Kellogg's bill that a thousand voters were refused registration and the right to vote in Rapides parish, and five hundred in Caddo. These parishes show the following increases since 1870: Caddo 861, Rapides 66.

The Recent Storm and Disaster on the Lakes.

DETROIT, December 5.—A Tribune special from Marquette, reports the return to that port of the steamer China, with 400 men from Seattle. The barges Jupiter and Saturn, and the schooners T. Brown, S. O. Griswold were lost on Lake Superior, with probably all on board. The schooner Middlesex, was lost; the crew was saved. The South river is closed and many propellers and vessels are frozen in. The weather here to-day is very mild. A number of steamers left for Buffalo are reported making good progress through the ice. On Lake Erie two steamers left for Alpena last night.

CONGRESS.

WASHINGTON, December 5.

HOUSE.

Bills were introduced and referred as follows: Mr. Wheeler, to incorporate a banking association with a capital of one hundred million dollars, under the style of the Government and manager of the exchange of the United States of America.

Mr. Myers, of giving two thousand dollars pension to the widow of General Meade.

Mr. Harris, to allow farmers and planters to sell leaf tobacco without restriction and modifying the tax in retail dealers.

Mr. Taff, to sell certain lands to the Republic Valley Railroad.

Mr. Dawes reported a bill relieving the Boston sufferers, in which a discussion ensued, after which the bill was passed unanimously.

The bill corresponds with a like bill for the relief of Chicago, save that it does not exempt lumber.

The House then resumed the consideration of the bill providing for ten sloops of war.

Mr. Potter contended that it was not practicable for vessels of 500 or 600 tons to carry ten large guns; that the statement made by Mr. Scofield, Chairman of the Naval Committee, was not correct, but that the statement made by Mr. Pratt that vessels built from 1,000 to 2,000 tons was nearer the mark. Such vessels could not be built for anything like the sum mentioned. Such vessels for war purposes would cost from \$800,000 to \$1,000,000. He believed that the cost of these vessels would approach one million for each one. He contended that the House was entitled to much better information than it had received on the subject, and to have a more complete statement of the cost of a navy before being called upon to vote for this bill.

Mr. Cox argued that Hale and Scofield had confessed that the plan each proposed for building ships was a vicious one, distorted private contracts as jobs, and the other navy yards as prodigal and wasteful. Both of the members had not laid stress enough on matters that require reform. The navy yards need reform, especially as to employees and politics. Who shall now reform the acknowledged jobbery in private contracts? As this bill was an immature makeshift, and something ought to be done, he favored reducing the number of sloops to six, three in favor of private yards and three by the navy yards, and to experiment with a less sum until more information and better plans are given.

Mr. Beck opposed the bill on the ground that, moneys heretofore appropriated for such purposes had been spent on worthless ships, 471 of which had been sold in the last five years in a way that Congress knew nothing of, sold to the lowest bidder of the highest bidder. He did not know; but these ten vessels may be declared unfit for service and sold before they had been built a year. It had been charged in the Senate by Mr. Edwards of Vermont, that one of the vessels had been sold for \$1,900, which, after getting one of paint was sold again for \$120,000, in the course of a week.

Mr. Kerr urged the postponement of the bill, as the House was not in possession of information to act intelligently for the Secretary of the Navy. The report was extremely and disreputably void of such information. He also opposed the bill because the country did not aspire to be a great naval power. The army and navy are not a perfect thing, and could be further reduced with advantage. The security of the United States was to be found not in a great standing army or navy, but effectually existing in the concrete power of a mighty nation. What was of more importance was the reform of existing scandals laws and the reform of existing scandals laws and the reform of existing scandals laws.

Mr. Coghlan opposed and Mr. Randall supported the amendment to have half of the vessels built in private yards.

The discussion was continued by Messrs. Archer, Myers, Lynch, Hale and Scofield. Mr. Archer, Mr. Lynch, Mr. Hale defending the Navy Department, and the speakers cast upon it, and Mr. Scofield, chairman of the Naval Committee, urging that all the vessels could be constructed in the Navy yards sooner and better than in private yards.

Mr. Garfield offered an amendment providing that no contract or order for the construction of these vessels be made until full detailed estimates are submitted to Congress and an appropriation made therefor.

Mr. Sargent opposed the amendment as dilatory, and advocated the bill.

Mr. Shellabarger favored the construction of vessels carrying less than six guns, as more effective in enforcing the neutrality laws, which is stated, on the authority of the Secretary of the Treasury, resort had in every case been had to the revenue cutters service.

Leonard Myers said the bill gave the Secretary full authority to build these vessels. No doubt six or seven of them could be built in the navy yards, but it would still be optional for the Secretary to build several at private yards, at his discretion he was willing to give, but above all he wanted the ships built, and it would be a subject of congratulation, and that this necessary project would give employment to thousands of skilled mechanics and laborers.

The House under operation of the previous question agreed 77 to 65 to Mr. Hale's amendment requiring half of the vessels to be built in private yards. To Mr. Banks' amendment making provision as to the guns they shall not exceed, 70 to 67. The bill as amended was passed. The motion to adjourn till Monday was defeated.

ADJOURNED.

SENATE.

Petitions were presented for a prohibitory liquor law.

Bills were introduced as follows: By Mr. Lewis, of Virginia.—To amend the bankrupt law.

By Mr. Wright, of Pa.—Extending the time for the construction of a railroad from McGregor to the west end of O'Brien county.

By Mr. Ferry, of Michigan.—For a court house and postoffice at Grand Rapids.

By Mr. Logan.—To facilitate the administration of justice.

Mr. Rice, of Arkansas, unsuccessfully attempted to call up his resolution asking Wm. of new cases to be sent to Arkansas.

On motion of Mr. Scott, the House of War was requested to furnish a list of the officers retired or asking to be retired.

On motion of Mr. Morton, the President was requested to communicate in

ALABAMA.

MONROEVILLE, December 5.—The Capitol body balloted for Senator without any result, and adjourned until to-morrow owing to the death of a member elect, who had not taken his seat with that body but with the Court House body.

The Court House body did nothing; one of its members, Bennett, died during the meeting of the Legislature.

Senator Spencer left for Washington this morning.

—A Florida letter reports the fatal shooting, at Ellenville, of Leonard James colored, James Barr, merchant, and his clerk and constable, John Barr, by two desperadoes named Wideman and Carroll. The affair causes much excitement.

CHICAGO.

ROBBERY AT Kuhn's Hotel.

CHICAGO, December 5.—A heavy robbery was perpetrated about seven o'clock last night, at Kuhn's European Hotel on Dearborn street, the thief entering the room of N. Aronson, an importer of watches and a manufacturer of jewelry, whose place of business is at No. 2, Bond street, New York, breaking open his sample trunk, and carrying off the contents, valued at between \$15,000 and \$16,000. It appears that the thief, who is believed to be a professional from New York, was stopping at the hotel and committed the robbery while Aronson was at supper, putting his booty into a carpet bag. Walking deliberately down stairs he paid his bill and went away. The matter is in the hands of detectives.

CONVICTED OF MURDER.

CHEYENNE, WY., December 5.—Malster, a half bred Sioux, convicted of murder was sentenced, yesterday, by Chief Justice Fisher to be hung January 2d.

NEW YORK CITY.

New York, December 5.—Another batch of dismissals was made from the Brooklyn Navy Yard yesterday.

Nearly all of the Senators and Representatives who came on here to attend the funeral obsequies yesterday, returned to Washington last night.

The Washburne reception last evening was a complete success in every way. Among the persons who sent letters of regret of their inability to attend were Secretaries Fish, Boutwell, Vice President Colfax and the Japanese Minister. President Grant at the time the reception was proposed was very anxious about it, but on yesterday he said, "I had better go to Washington now. I can then really attend Mr. Greeley's funeral. I do not want any misapprehension about it. If I stayed here to Mr. Washburne's reception it might be misinterpreted." Henry Wilson said the President wanted to compliment his old friend Washburne but he felt depressed by the occurrences of the day. After the President returned from the funeral he declined to receive any visitors at the hotel and at 8:30 was driven to the depot for Washington.

Large numbers of arrests were made yesterday afternoon of the notorious thieves, who endeavored to operate along the procession.

Arrived, the Idaho, from Liverpool. A Washington dispatch states that the southern Republicans are urging Pool of North Carolina for a cabinet office.

General Sherman delivered a lecture on his travels among the Greek Islands, to an audience composed of a large-number of Washington professors, and invited guests. The General while on board, collected much valuable information on military affairs, which he proposes to embody in print at an early day.

From the report of Comptroller Green, it appears that the increase of the city debt during the year 1870, was \$12,815,475.

The Importers and Grocers' Board of Trade, yesterday, passed resolutions urging an increased steam transportation, by the enlargement of the Erie Canal.

The Tweed case before Judge Ingraham was resumed this morning. On the motion to quash the indictments arguments against the motion were made by the counsel for the prosecution.

Judge Leonard issued to-day a mandamus against Comptroller Green, to show cause why he should not issue bonds for \$600,000 for the dock department.

Rev. George Hepworth was formally installed as pastor of the Church of the Disciples to-night.

Judge Leonard to-day granted an order giving Mrs. King, wife of the man who shot O'Neil, possession of her children.

The investigation into the disaster to the steamer Missouri was resumed to-day.

Tweed's case was to-day occupied by argument on technical points.

Mrs. Cleveland, sister of Mr. Greeley, passed the worst night of her illness last night.

The combined fortunes of Mr. Greeley's daughters is stated to be \$100,000 or more.

A case was up in the U. S. Circuit Court to-day in which Judge Freedman sues to recover \$161 paid to the Collector of the 9th Internal Revenue District, as tax on his salary as Judge of the Superior Court of this city. The claim is based on the decision of the U. S. Supreme Court, that salaries paid out of the State Treasury are not taxable. Decision reserved.

Governor Hoffman refuses to resign Rogers, the murderer of Officer Donohue in Brooklyn, and he will be hanged to-morrow.

At a meeting of the Chamber of Commerce to-day a resolution was unanimously adopted asking the Secretary of the Treasury to recommend the adoption in the mercantile marine of a commercial code signals now in use by the navy. Lengthy and highly eulogistic resolutions were adopted on the death of Mr. Greeley and Secretary Seward.

Arrived the steamship Great Western from Bristol, with her heel broken, but works stove in and other damage by the gale.

It is understood that Gov. Dix will advocate sweeping reforms in this State in his message, which he is now writing.

Horatio Seymour has accepted an invitation to preside over the National Prison Reform Congress, to be held in Baltimore on the 21st of January next.

In the Supreme Court of Brooklyn to-day a verdict was obtained in favor of the creditors of the Central Bank of that city against the Ninth National Bank of this city, for \$11,641 paid contrary to the statute to the Ninth National Bank by the Central Bank, when the officers of the latter knew the bank was insolvent. This makes \$34,000 recovered, and similar suits will be commenced against the Marine and Odasham National banks for the recovery of another \$30,000.

Incendiarism is becoming somewhat of an epidemic in Brooklyn. The Police Commissioners offer a reward of \$500 for the detection, arrest and conviction of any person found guilty of that crime in the city.

The steamship Sconderia, left this port on the 8th of October, with 62,000 bushels of corn for Queenstown. She has not been heard from since, and it is presumed she foundered.

Weather Report.

OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., December 5.—7:30 P. M.

PROBABILITIES.

In the Northwest and thence over the Upper Lakes and southward to Arkansas and Tennessee, rising barometer, southwesterly to northwesterly winds, generally clear, with light variable clouds.

In the Lower Lake region, southwesterly winds, increasing pressure, and colder, partly cloudy weather. In the Middle and Eastern States and along the line of the Canadian stations, southwesterly to northwesterly winds, clearing and colder weather, with higher barometer to-morrow. In the Gulf and South Atlantic States, clearing weather and occasional light rains, with northerly winds and lower temperature to-morrow.

The Electoral Vote of Missouri.

ST. LOUIS, December 5.—The dispatch from Jefferson City last night stating that the Presidential electors had adjourned without voting is a mistake. A ballot was taken at a late hour with the following result: For President—B. Gratz Brown 8; Thos. A. Hendricks 3; Davis 1. For Vice President—B. Gratz Brown 6; G. W. Julian 5; John M. Palmer 3; Wm. S. Groesbeck 1. E. A. Lewis was elected messenger to carry the vote to Washington.

River News.

CINCINNATI, Dec. 5.—River six feet three inches; falling.

FOREIGN.

FRANCE.

Excitement in Paris—Fighting Apprehended.

German Occupation and Restoration of the Empire Threatened.

(World Special.)

LONDON, December 5.—The vote in the Versailles Assembly to-day on the formation of the Dutuaries Committee excited the liveliest apprehension in Paris, where fighting is expected. Great excitement prevails at Chislehurst. Marshal McMahon controls the army, but will act only in obedience to the Assembly and not to President Thiers. German re-occupation is certain if fighting occurs.

Correspondence has recently passed between Bismarck and Napoleon. German re-occupation will result in the re-establishment of the Empire.

NEW YORK, December 5.—A Paris letter containing an interview with Gambetta, just before the reopening or sitting of the National Assembly, reports him as being a supporter of the conservation of President Thiers under the present condition of things. It seems that both Gambetta and Thiers, prefer peace to any monarchical experiment or to anarchy, which threatens any attempted change. Gambetta and his followers are confident that the new election will give them absolute control of the destinies of the nation; but meanwhile Thiers is getting credit for paying the German indemnity and fostering the national sentiment. They recognize the ability of the Executive, and are willing to give France the benefit, though they do not assent to all his views.

VERSAILES, December 5.—The Assembly this afternoon elected the members of the Committee of Thirty proposed by Minister Dutuaries. The committee of the time was the Right, representing 381 votes, and 11 deputies from the Left, representing 333 votes. What course the government will take under the circumstances is at this time unknown.

ENGLAND.

LONDON, December 5.—The gas works at Newport, Monmouthshire, exploded last night, killing and wounding several. The steamship Maine from Germany has arrived out.

The steamship Maine spoke the city of Bristol from New York on the 30th. The Bristol at the time was lying without steam, but it is said required no assistance.

The strike of the stokers of the gas companies still continues, but the worst is over. The inhabitants have supplied themselves with oil lamps and candles, and are now able to meet the inconvenience caused by the limited supply of gas. Several theatres were lighted with oil last night and the performances conducted as usual. The Strand was lighted with burning lime last night.

The announcement of the arrival of the Mediterranean steamer Dalmatian, of Liverpool, yesterday, unfortunately proves to be untrue. Nothing has been heard of the steamer since the original report of her loss.

ITALY.

TURIN, December 5.—The waters of the river Po again overflowed the embankments and inundated the adjacent country. At last advices the flood was spreading.

Rome, December 5.—Sir Bartle Frere has arrived here on his way to Aiden to join the British expedition for the suppression of the "slave trade" on the African coast. He was received to-day by the King, who gave him a gold medal bearing the royal effigy and asked him to present it to Livingstone as a pledge of his esteem.

In the Chamber of Deputies to-day the Government was asked to explain why four schools for English and American children in Rome have been recently by the authorities. Senator Lanca replied that the schools were opened without the authority of the municipality, and the sanitary regulations had not been complied with in them.

A violent storm swept over Naples last night, doing much damage to shipping in the harbor.

GERMANY.

BERLIN, Dec. 5.—Nearly all the newly elected Prussian seats in the Upper House of Diet to-day.

The Steamer Grey Eagle Sunk.

CINCINNATI, December 5.—The *Chronicle* special says the Grey Eagle sunk at Vance's Fork, on the night. She had a barge in tow and struck a stump one hundred yards from the Indiana shore, and sunk in twenty minutes, and will probably prove a total loss. She was valued at \$85,000. Insured for \$40,000, mostly in Louisville offices.

CINCINNATI, December 5.—The steamer Grey Eagle, which sunk near Evansville this morning, is partly insured in Cincinnati offices.

NORTH CAROLINA.

RALEIGH, December 5.—In the case of Swamy and others against the North Carolina Railroad Company and the Public Safety District Court made by the United States District Court ordering the distribution of \$258,500 now in the hands of the receivers, to the holders of the North Carolina Railroad Company, being eighty per cent of the coupons due upon these bonds proved before the commissioner appointed by the court.

BOSTON.

BOSTON, December 5.—Garvin & Harvey's stable, on Albany street, was burned this morning; eighteen horses perished in the flames. The remains of two more human bodies have been found in the ruins of Walker's carriage factory, which was burned in the great fire; this makes six bodies recovered from the same place and laborers are digging for more.

The Philadelphia police Wednesday night-raided the gambling establishments on 9th street, captured thirteen men and the gambling paraphernalia.

A cattle drover named Lynch had his pocket picked in Chicago, while going from the hotel to the depot in an omnibus, last evening, of \$1,800.

For Additional Dispatches see Fourth Page.